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nomic organization of political states and is chiefly valuable for the clearness with which the British case is stated.

The frankly apologetic character of the book is revealed in chapter five on Russia, in which political issues, or political organization, are disregarded and the character of the Russian people is presented as a justification for this peculiar alliance of England and Russia.

The chapters on the Southern Slavs and the Issues of the War are mines of facts and present a great deal of current history not previously available in this readily accessible form.

One of the most interesting parts of the book is chapter nine on German Culture and the British Commonwealth which gives with a rare degree of impartiality, considering other parts of the book, the contrasting ideas of English and German civilization. German "Kultur," or civilization in terms of intellect and efficiency, is contrasted with the British ideal of civilization expressed in terms of character. It is the contrast of the individual personality with the socialized being. The chapter fails only in its confusion of this German ideal of civilization with the Prussian "system." It does not see German civilization as something separate and apart from the military and autocratic régime of Prussia.

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#### Notes

GOEBEL, JULIUS. *The Recognition Policy of the United States*. Pp. 228. Price, \$2.00. New York: The Columbia University Press, 1915.

HUTCHINSON, LINCOLN. *The Panama Canal and International Trade Competition*. Pp. x, 283. Price, \$1.75. New York: The Macmillan Company, 1915.

The primary object of Mr. Hutchinson's book is to present commercial data and outline tendencies in a way that will be of assistance to business men who conduct or expect to conduct trade between those countries of the Atlantic and Pacific Oceans within the range of the Panama Canal. Much the greater portion of the volume deals with the foreign commerce and production of the leading Atlantic and Pacific countries reached through the Canal, and are of special interest because of numerous tables which indicate in convenient form the relative positions of the United States and competitive countries in the markets of the Pacific. Chapter IX contains Mr. Hutchinson's conclusions as to what line of action should be pursued by American traders in these markets, and the variety of commodities for which they are especially adapted. Chapter II, which describes the effect of the Panama Canal upon ocean routes and the countries which will be affected by the Canal, is based largely upon data contained in the report on *Panama Traffic and Tolls* by Professor Emory R. Johnson.

G. G. H.

MYRON, PAUL. *Our Chinese Chances through Europe's War*. Pp. 220. Price, \$1.25. Chicago: Linebarger Brothers, 1915.

NIEMEYER, TH. und STRUPP, K. *Jahrbuch des Völkerrechts*. II. Band. I. and II. Hälfte. Pp. 1564. München: Verlag von Duncker and Humblot, 1915.

Professors of German, Austrian, French, Italian, Spanish, Swiss, English, American, Japanese and Greek universities have here contributed various international public documents, covering in Part I the period February 29, 1912 to May 26, 1913. The collection comprises some two hundred and sixty-one numbers, and is of great value to students of foreign relations and diplomacy. Part II contains valuable documents relating to the year 1913 arranged under their respective subjects and nations of Europe, America and Asia.

J. C. B.

### MISCELLANEOUS

#### *Reviews*

GOETHALS, GEORGE W. *Government of the Canal Zone*. Pp. 106. Price, \$1.00. Princeton: Princeton University Press, 1915.

GORGAS, WILLIAM CRAWFORD. *Sanitation in Panama*. Pp. 297. Price, \$2.00. New York: D. Appleton and Company, 1915.

PEPPERMAN, W. L. *Who Built the Panama Canal*. Pp. xiv, 419. Price, \$2.00. New York: E. P. Dutton and Company, 1915.

BENNETT, IRA E. (Ed.). *History of the Panama Canal*. Pp. xi, 543. Price, \$5.00. Washington: Historical Publishing Company, 1915.

It was natural that the opening of the Panama Canal last year should bring about the preparation and publication of numerous books and papers dealing with different aspects of the construction and history of the canal. Two of the books listed among the four above noted, are by the two men best qualified to speak upon Panama Canal matters—General Goethals and General Gorgas.

In his essay upon the *Government of the Canal Zone*, General Goethals, who, since April 1, 1914, has been governor of the Panama Canal, gives a concise historical account of the government of the Canal Zone from the acquisition of territory in 1904 to the present time. This account is in every way authoritative. As is well known, the Panama Canal was governed by executive orders without special grant of authority from Congress for nine years from the first of April, 1905 until April 1, 1914. The canal was constructed by the President acting through the Secretary of War. The executive orders signed by the President were, as a matter of fact, for the most part—although General Goethals does not mention this—drafted by General, then Colonel, Goethals who was chief engineer and chairman of the canal commission from 1907 until he became governor.

There was much discussion in Congress when the Panama Canal act of August 24, 1912, was under consideration as to the advisability of opening the Canal Zone to settlement and cultivation by Americans, with the idea of establishing a model little republic in the heart of Latin America. The impracticability and unwisdom of that policy was clearly understood and convincingly presented by Colonel Goethals, who advocated the policy that was adopted of making the